





## For Sale.

**MacEwen, Frickel & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

H A V E F O R S A L E  
THE FOLLOWING  
STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
Currants' Table FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 5lb Tins.  
Eagle Brand MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BROWN.

A LARGE ASSORTMENT

COOKING AND PARLOUR

## STOVES.

AGATE IRON WARE COOKING  
UTENSILS.  
WOLFE IRONS.  
CHAMBERLAIN IRONS.  
KEROSENE LAMP.  
NONPAREL KEROSENE OIL.

## WINES, &amp;c.

SPARKLING SAUMUR, Pils. & Qs. @  
\$1.10 and \$1.20.  
COUP CHAMPAGNE, Pils. & Qs. @ \$1.20  
and \$1.40.  
SAUCON'S SHERRY.  
SAUCON'S INVALID PORT.  
ROYAL GLENDEE WHISKY.  
JANSON'S WHISKY.  
OLD BOURBON WHISKY.  
HARRISON'S CHERRY CORDIAL.  
ASSORTED LIQUEURS.  
DRAUGHT, ALE and PORTER.  
&c., &c., &c.

THE USUAL ASSORTMENT

## OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEwen, Frickel &amp; Co.

Hongkong, July 1, 1886.

FOR SALE.

## JULES MUMM &amp; Co.'s

CHAMPAGNE,

Quarts.....\$20 per Case of 1 doz.

Pils.....\$21 " " 2 "

Dubos Freres &amp; Co. GERMANY'S

BOURBON CLARETS AND

WHITE WINES.

Baxter's Celebrated 'Barley Bree'

WHISKY, 75¢ per Case of 1 doz.

GIBB, LIVINGSTON &amp; Co.

Hongkong, July 18, 1884.

## To-day's Advertisements.

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY,

LIMITED.

EXCURSION TO MACAO.

THE HOMAN will make a TRIP to

MACAO and back on SUNDAY, the

3rd October, leaving HONGKONG at 9 a.m.,

and MACAO at 9 p.m.

First Class Fare to Macao and back, \$2.

No Second Class or Single Fare. Chinese

Servants, 50 cents each way. No Child

will be taken.

Refreshments will be supplied on Board,

but no Meals.

By Order,

T. ARNOLD,

Secretary.

Hongkong, September 27, 1886.



## STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, SUET, PORT SAID,

MARSEILLES, MALTA, GIBRALTAR,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSTAN

GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

ANCONA, Captain S. F. COLE, with

Her Majesty's Mail, will be despatched

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo &amp; Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHANG, TIENTSIN, HANKOW and

Ports on the YANGTZE.)

The Co.'s Steamship

Palamed, Captain Jackson, will be

despatched as above TO-

MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, September 27, 1886.

1850

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY &amp; FOCHOW.

The Co.'s Steamship

Namo, Captain Jackson, will be

despatched as above TO-

MORROW, the 28th inst., at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, September 27, 1886.

1852

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo &amp; Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHANG, TIENTSIN, HANKOW and

Ports on the YANGTZE.)

The Co.'s Steamship

Palamed, Captain Jackson, will be

despatched as above TO-

MORROW, the 28th inst., at

Daylight.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, September 27, 1886.

1851

## THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND

MELBOURNE.

(Taking through Cargo at through rates for

ADELADIDE, TASMANIA and NEW ZEALAND.)

The British Steamship

Potham, Captain Rowley, due

on the 29th inst., with

part Cargo from JAPAN and FOCHOW, will

be despatched as above on TUESDAY, the

5th Proximo, at 4 p.m.

The Steamer has excellent Accommodation

for First-class Passengers.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Managers.

Hongkong, September 27, 1886.

1857

## FOR SINGAPORE, HAVRE AND

HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to

ANTWERP, AMSTERDAM, ROTTER-

DAM, LONDON, LIVERPOOL

AND BREMEN.)

The Steamship

Polynia, Captain J. N. G., will

be despatched for the

above Ports on THURSDAY, the 7th

October, at Daylight.

For Freight or Passage, apply to

SIEMSEN &amp; Co.,

Agents.

Hongkong, September 27, 1886.

1849

## STEAM TO SHANGHAI.

The P. &amp; O. S. N. Co.'s

Steamship

Verona, will leave for the above

place about 24 hours after her arrival with

the outward English Mail.

E. L. WOODIN,

Acting Superintendent.

P. &amp; O. S. N. Co.'s Office,

Hongkong, September 27, 1886.

1855

## NOTICE.

THERE will be a General MEETING

## To-day's Advertisements.

THE AMICABLE INSURANCE

OFFICE, LIMITED.

(OF CALCUTTA.)

THE Underwritten are prepared to GRANT

POLICIES on MARINE RISKS at

Current Rates.

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, September 27, 1886.

## SHIPPING

ARRIVALS.

September 26, 1886.

Antea, German steamer, 290, E. Aorebo,

Pakhoi September 22, and Hoihow 24,

General.—WILKIN &amp; Co.

September 26.—

Trifles, German str., 1,340, A. Bleichen,

Saigon September 21, Rice, Paddy and

General.—SINSESS &amp; Co.

Palamed, British steamer, 1,535, Charles

Jackson, Liverpool August 13, and Singa-

pore September 20, General.—BUTTERFIELD

&amp; SWIRE.

Part Jackson, British steamer, 1,723, G.

R. Huddy, Amoy September 24, General.—

ANDERSON, BELL &amp; Co.

Achilles, British steamer, 1,528, O. An-

derson, Shanghai September 18, Fochow

23, and Amoy 25, General.—BUTTERFIELD

&amp; SWIRE.

Gileland, British str., 1,035, Wm. Potts,

Shanghai Sept. 23, General.—SINSESS &amp; Co.

Emerald, British steamer, 395, T. Ham-

lin, Manila September 23, General.—RUS-

SELL &amp; Co.

Active, Danish steamer, 365, N. O. Revs-

beck, Haiphong September 23, and Hoihow

25, General.—ARMHOLD, KARNSE &amp; Co.

Kut Sang, British steamer, from Wham-

phoo.

Ganger Relf, Norwegian steamer, from

Whampoa.

Menahle, French str., 1,273, C. Benoit,

Yokohama September 19, Mails &amp; General.

—MESSAGE MARITIME.

September 27.—

Saltes, French steamer, 323, Th. Lerebe,

Haiphong September 24, and Hoihow 26,

General.—A. B. MARRY.

Ringham, Norwegian barque, 539, Z.

Beck, Singapore September 6, Timber.—

EDWARD SCHILLER &amp; Co.

## DEPARTURES.

September 26.—

Antonio, for Kobe.

Velasco, Spanish corvette, for Manila

Monaco, American gunboat, for Macao.

Gileland, for Whampoa.

Yang Ching, for Saigon.

Haiphong, for Coast Ports.

Laurie, for Newchwang.

Guterson, for Nagasaki.

Greghland, for Hoihow.

Medina, for Haiphong.

Quarta, for Chefoo.

China, for Saigon.

Rejo, for Haiphong.

Borneo, for Saigon, Singapore and Batavia.

September 27.—

Erminia, for Newchwang.

Gloria, for Haiphong.

Part Jackson, for New York.

Kut Sang, for Swatow and Shanghai.

Kaitoon, for Singapore and London.

## CLEARED.

Palamed, for Amoy and Shanghai.

Mount Lebanon, for Newchwang.

Emerald, for Amoy and Manila.

Rapid, for Bangkok.

Achilles, for Singapore and London.

## PASSENGERS.

Arrived.

Per Triton, from Saigon, 110 Chinese.

Per Palamed, from Liverpool, &amp;c., Mr

Gordon, and 435 Chinese, from Singapore.

Per Achilles, from Shanghai, Captain

Hollins, and 148 Chinese.

Per Trinidad, from Shanghai, 1 European,

and 3 Chinese.

Per Emerald, from Manila, 20 Chinese.

Per Active, from Haiphong, &amp;c., 3 Euro-

## DEPARTED.

Per Kut Sang, for Swatow, &amp;c., Messrs

Master, Glass, Kennedy, Lawrie and Mal-

colm, and 50 Chinese.

Per Amoy, for Shanghai, Mr J. P. Wil-

son.

Per Yang Ching, for Swatow, 4 Chinese.

Per Greghland, for Hoihow, 40 Chinese.

Per Medina, for Haiphong, 12 Chinese.

Per Quarta, for Chefoo, 12 Chinese.

Per China, for Saigon, 10 Chinese.

Per Rejo, for Haiphong, 20 Chinese.

Per Borneo, for Saigon, &amp;c., 577 Chinese;

for Singapore, Mr Andrew Hopkins.

Per Kaitoon, for Singapore, 12 Chinese.

## To DEPART.

Per Palamed, for Amoy, 40 Chinese.

Per Mount Lebanon, for Newchwang, 2

Chinese.

Per Achilles, for Singapore, 378 Chinese.

## SHIPPING REPORTS.

The German steamer Triton reports:

First days fine weather, the last days strong

N.E. winds with heavy sea.

The British steamer Palamed reports:

Left Singapore 20th inst., light southerly

winds to Cape Padaran; thence light N.E.

winds, fine weather throughout.

The British steamer Achilles reports:

Experienced N.E. winds and gloomy wea-

ther.

The British steamer Gileland reports:

Had strong N. and N.E. breezes and fine

weather.

The British steamer Emerald reports:

First part moderate S.W. breeze and equally

pleasant and cloudy, with heavy N.E. swell.

Near to Hongkong moderate N.E. breeze

and fine weather.

The French steamer Menahle reports:

Very bad weather to the South of Japan.

## POST OFFICE NOTICES.

MAILS will close:—

For SWATOW.—

Per Namsan, at 7.30 a.m., on Tuesday,

the 28th inst.

For SWATOW, AMOY &amp; FOCHOW.—

Per Namsan, at 11.30 a.m., on Tuesday,

the 28th inst.

For NAGASAKI, KOBE &amp; YOKOHAMA.—

Per Namsan, at 11.30 a.m., on Tues-

day, the 28th inst.

For AMOY AND MANILA.—

Per Namsan, at 4.30 p.m., on Tuesday,

the 28th inst.

For HAIPHONG.—

Per Saltes, at 5 p.m., on Tuesday, the

28th inst.



No. 7223—SEPTEMBER 27, 1886.]

The representative crew of the Victoria Recreation Club left this afternoon for Shanghai in the Indo-China Co.'s steamer *Kulsang*. The crew consists of Mr. T. Glass (stroke), Mr. G. O. Master (No. 3), Mr. T. Kennedy (No. 2) and Lieut. Lawrie, R.A. (Bow). Mr. J. Sampson who was to have accompanied the crew as a spare man has now withdrawn, so that in the event of any member of the crew breaking down, or being unable to pull for any other reason, the contents will, in all probability, fall through. At present, of course, there does not seem much likelihood of this, as all the men are in good condition and seem likely to turn up fit at the Regatta. The crew is almost the strongest that could have been put forward. All four men are first class rowers and three of them have already distinguished themselves at the local meetings, while Glass has been the most successful stroke at the past two or three Regattas. We have therefore great hopes in their upholding their reputation and the honour of Hongkong. The Shanghai Regatta does not take place until the 25th October, so that the crew will have three weeks at least in which to get accustomed to the conditions of rowing at the northern port. In addition to the two four-oared teams, there will likely be double and single sculling races in which the Hongkong men will try conclusions with the Shanghai rowers. Lawrie and Glass ought to make a stiff fight in the double sculls, while Glass, we imagine, will not be easy to beat in the single scull. No doubt we will hear of their progress privately and also through the Shanghai papers during the training; and arrangements have been made by the Club to get the results of the races by telegram.

A DARING robbery was committed yesterday in the premises of Messrs Lane, Crawford & Co. It appears that shortly before closing the establishment on Saturday some individual had hid himself in a remote corner and had remained there mute and motionless till all was dark and still in the shop and work rooms. He had then stealthily made his way to the front shop and coolly prepared for himself as comfortable a bed as he could arrange out of the materials at his disposal. He spread two blankets over the counter, selected a small package of sheets for a pillow, and begot himself with a sheet to keep himself warm. To what length of time his slumbers extended in his comports quarters it is not known, but there he must have remained during all Saturday night and Sunday and up to an early hour this morning. During this time he managed to make good a survey of the place as the darkness would permit. His first visit appears to have been made to the room of the pianist, where he possessed himself of a chess and file. With the aid of these instruments he opened four desks, in two of which he found sums amounting in all to about \$130. One of the desks he robbed was that of Mr. David Crawford, in which he found only \$16; in which the thief found a much larger booty, managing to grab about \$116. Having secured his treasure, he laid himself down to rest again till the early hours of this morning, when he climbed up to the window nearest Queen's Road looking out on the small lane leading to the Praya. From this window he let himself down by a rope into the lane, and then made off with his stolen dollars. The presence of a rope attached to the window was observed on Sunday by the Indian watchman, who asked the Chinese watchman what it meant. The Chinaman replied somewhat to this effect: "It is all right; Mr. McClellan knows all about it. The Chinese watchman now denies saying anything of the sort to the Indian. Suspicion, however, strongly points to him as an accomplice of the thief. The police were informed of the robbery, and Inspector Perry and Sergeant Mann have been making active enquiries to-day. There is some ground for thinking that the robber is a Chinaman who was employed for a month or two by Messrs Lane, Crawford & Co., was dismissed, and had been working lately in another European store. This individual was well acquainted with the establishment and he was missing from his work on Saturday and Sunday.

A dense cloud of locusts crossed over Manilla on the 16th inst., and another, even denser, was observed on the following day, flying as low as the top of the buildings.

The German squadron, consisting of the *Bismarck*, *Albatross*, *Caracal* and *Wald*, were met by the *Hoisting of Chiaofoo* fleet, bound for Yaku, on the 16th inst. There were six French and nine Chinese men-of-war at Chiaofoo on this date.

According to the N. C. D. News, a line of steamers to run between Ichang and Chungking seems now likely to be established, as that paper learns that Captain A. E. Knight, of the *Xiangyi*, and another gentleman are going up the Yangtze to survey it beyond Ichang.

This Chinese mandarin now in the Philippines for the purpose of enquiring into the condition of Chinese immigrants were to leave on the 19th instant, in the little steamer *Arla*, for a visit to some of the provinces of Laguna, and especially the renowned water fall at Dolocan.

The following appears in the *Rising Sun*—Within the last few weeks the Italian Government has decided to suppress its consuls at St. Petersburg, Belgrade, Shanghai, Yokohama, and Tientsin, when the consular duties will be performed by a secretary of legation or a clerk. It is proposed to transfer the seat of the legation in China from Peking to Shanghai.

The gunboat *Minerva*, recently constructed at the Hongkong and Whampoa Dock for the Manila Government, is destined to do service in the Naval Division of the South Philippines.

With reference to the recent riot at Nagasaki the *Rising Sun* says:—The joint commission, appointed to investigate and decide upon the recent Chinese riot affair, have not at the Koshin-kwan every day of the past week, with the exception of Saturday, the 11th, and Thursday, the 16th. On the 11th, the meeting was not held in deference to the wish of the Chinese officials, who were concerned, the enquiry is being dragged out to a most unnecessary length; in fact, if rumours and reports are to be credited, at the present rate of progress there is very little prospect of the matter being settled for some weeks, and it may drag into months, if it is ever settled at all.

The *Japan Gazette* of the 16th instant says:—We regret to have to announce the death, last evening, of Mr. Sibbot, an old and respected resident in Yokohama. The deceased lady had for some months been suffering from the effects of a paralytic stroke, but was recovering when she met with a most unfortunate accident. A lighted candle which had been placed by the side of the bed was blown out by a sudden gust of wind, and while the deceased was reaching it she had the misfortune to set fire to the mosquito curtain. The unfortunate lady then used her best endeavours to extinguish the flames, but receiving several severe burns in the operation. This accident, combined with the inflammation caused by the burns, brought on another and more severe attack of her old complaint, from which she succumbed last night.

The Chinese *Nippo* says that the fee paid by the Chinese Government to Mr. Drummond for his services at Nagasaki is 100 taels, or 135 yen, daily. At that rate his stipend from the 24th ultimo, when he left Shanghai, until the 13th instant—the date of the Chinese's information—is much more than 2,885 yen. This money is not likely to bring China any valuable return. The attitude assumed by Mr. Drummond is said to be in the last degree calculated to complicate the negotiations and to render an amicable settlement impossible. It is to be hoped that the Chinese will be wiser than to allow this man to continue to act as he is doing, and that they will send him back to his native land as soon as possible.

The *Hupao* says that the Comptroller of David & Co., Wuhu, was arrested in Shanghai City on the 19th instant. When the Comptroller was arrested, he was in the hands of the Chinese-runners. His foreign employer heard of this, he went to the Central Police Station to make inquiries. Captain Superintendent McEwen sent a sent native detective to the Comptroller's residence, to find out the whereabouts of the Comptroller. Mr. David complained at the British Consulate that the Comptroller's runners had no right to arrest his comptroller without the Consul having first communicated with the British Consul. The Consul having received a despatch from the British Consul replying that the Comptroller's runners had a perfect right to arrest him. It is a matter of some interest to foreigners, as to how this affair will be settled.—*Shanghai Courier*.

The *Japan Mail* reads in the *Nichi Shimbun*, on the authority of a Nagasaki correspondent, that Captain Lang has forfeited, in connection with the Nagasaki affair, both the confidence of the Chinese authorities and the popularity he previously enjoyed among those with whom he was connected. The reasons for this are not mentioned, but the writer goes on to say that, since Captain Lang's engagement with the Chinese Navy, he will not retain his present high position in the *Ying Zuen*. The *Mail* adds:—From several sources which had previously reached ourselves, we are disposed to think that there is some truth in this story. Captain Lang's attitude in connection with the Nagasaki investigations is said to have been too impartial and conciliatory to satisfy the Chinese, and it is further stated that he has been accused of allowing the men to land on the day of the disturbance is laid upon his shoulders. Admiral Ting—so the story runs—was for stopping all leave, but Captain Lang pointed out that to confine the men to their ships in such hot weather must be injurious. He is accordingly released, and the Chinese authorities are said to have been greatly pleased with his general conduct in connection with the Nagasaki affair has been of such a nature that one hesitates to pronounce anything too irrational.

## AN EXPLANATION BY MR. FRANCIS.

27th September.

DEAR BROWNE,—Surely current opinion in the Colony does not think so badly of me as to believe and say that I published my correspondence with Mr. Sassoon without his permission? If the public think so, say so, I am happy to say they are mistaken. I asked Mr. Sassoon's consent to print and circulate the letters that had passed between us and he was good enough to give his permission for the publication of all but his last note in me in reply to my request for his vote. Please disseminate this widely. Your fairy power enables you to pass here, there and everywhere, and as you hearken to the murmurs that issue from the lips of society you may usefully avail yourself of the opportunity to whisper in its ears a few trifling corrections. Then indeed you will be a beneficent Browne.

Would you mind telling society at the same time that if popularity is to be the test of fitness for admission to the Council, I confess that I am like the little boy who fell out of the balloon—I'm not in it. I won't say that I am unpopular, but I certainly am not popular in the same way and to the same extent that Mr. Chater is popular and deservedly so, and I am afraid never shall be. If the elective body in the Council are to be given to the most successful citizen and the most popular, as the reward of his success and of his popularity, I withdraw. I really thought that public opinion had taken a rather serious turn and wanted 'ability and fighting power' on the Council, that the work the Council has to do for the public might be done thoroughly and well and without any regard for personal considerations; that popular men must, however, regard it as so difficult for the popular man to ask questions and express doubts and urge on inquiries about this and that the other thing without hurt people's feelings and racking some of the popularity, and it is awkward too as well as difficult. I came forward as a candidate

because I thought the public wanted some one to work for it, the reward to come afterwards when the work was done. I was foolish enough to think that my want of popularity was in the way of a qualification for the particular work to be done, and that my freedom from special personal interests in lands or stocks, or manufacturing interests would better serve the general interests of the community even in these matters than if I had large personal interests at stake. I think still, and possibly the Justice of the Peace may think so too.

I am sorry if my self-assertion has hurt the innate sense of modesty of the community, but what could I do? My only justification for coming forward is my own opinion (and that of a few others) that I am, for the post at the moment. If I did not honestly think so, I have no business to be a candidate, and really I had to say so almost in self-defence. I am afraid every one who stands for a seat on the Council has to do the same in one shape or other.

Good bye, my dear Browne; pursue your useful and amusing role in peace. I am very proud to gather from your saying that the Colony has thought to write by and well about the Lapsang-wan business.

Mr. McEwen deserves hearty thanks for taking on himself the disagreeable duty of asking questions, but I don't think he is quite so popular with some of the officials for his persistence in having public explanations and not being satisfied with private ones.

Truly yours,  
JNO. J. FRANCIS.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The following is the Report for presentation to the Shareholders in this Company at the thirteenth ordinary meeting to be held at the Society's office at 12 o'clock noon, on Saturday, the 2nd Oct. 1886:—

The Directors have now to submit to the Shareholders a Report of the business of the Society for the year 1885, and for the six months ending 30th June 1886.

1885.—The net Premiums collected for the year, after deducting Returns and Re-insurances, amount to \$1,205,782.40. After providing for an Interim Bonus of 20% on Contributions paid in April last, there remains at Credit of Working Account a balance of \$247,388.90 as per annexed statement.

From this sum the Directors recommend the payment of a Second Bonus of 7% on Contributions making in all 25% for the year, a Dividend of \$5.25 per Share equivalent to 25% on the paid up Capital of \$20 per share, and an addition to the Reserve Fund of \$39,000 raising the Reserve Fund to \$214,388.90, leaving of \$87,949.00 to be carried forward to meet liabilities and claims still outstanding, and thus close the account for the year 1885.

1886.—The position of the Society for the present year, as far as it can be ascertained, is as follows:—

Balance of Working Account to the 30th June, 1886, as per annexed statement.....\$314,012.96  
Add estimate of Premium to 15th September.....235,000.00  
.....\$549,012.96  
Estimate of Losses to pay.....103,000.00  
.....\$446,012.96

Directors.—Owing to the resignation of the Hon. W. Keewick, the Hon. J. Bell-Irving was invited to join the Board and his election now requires the confirmation of the meeting.

In accordance with clause 109 of the Articles of Association, the Hon. F. D. Sassoon and the Hon. A. P. McEwen retire, but offer themselves for re-election.

Auditors.—Mr. J. Melville Matson having left the Colony, the Board appointed Mr. R. L. Lyall, Messrs. Cox and R. Lyall retire, but offer themselves for re-election.

P. BRYCE, Chairman.

## THE CONDITION OF HAINAN.

The *Hollow* correspondent of the *Shanghai Mercury*, writing on the 10th September, says:—The disturbed state of the interior has apparently awakened the officials to the necessity of suppressing the growing rebellious spirit that exists on the island.

The *Luz*, or aborigines, have thus far succeeded in a great measure in maintaining their independence against the Government, but as they appear to enjoy their 'Home Rule' and rural property, they are not very anxious to be annexed to the Chinese Empire, and the Government, with its existing views, would tend much towards their moral improvement. In view of China's ignorance of military tactics and strategy, they are at present, I imagine, safe in their mountain fastnesses.

A far worse danger than the *Luz* seems to have sprung up in the form of disbanded soldiers and *Hakka*, who, in co-operation with some of the worse class of islanders, are seeking whom they may devour, pillaging and destroying villages where they can find profitable loots. What the *Luz* has or have not taken part in these depredations has not been ascertained, but the provincial authorities, acting on the principle of *pari passu* belli, are planning an expedition against the offenders, although it does not appear any thing will be done before the cool season commences. The Government would doubtless be hailed with enthusiasm by the peaceful villagers.

The force which was organized to consist of 8,000 troops, most of whom 'smelt powder' during the late *Yen-Chen-Chien* embroilment. General Feng 馮子才, fresh from his victories (!) in Tientsin, takes supreme command.

But oh! ye girls of seventeen and eighteen, what is this we hear of you! That ye fast for away your lives in nothing but tea, and dainties and dainties; can these things be! That ye never go into the kitchen and help the poor cook; could you not improve the dinner by your efforts, and then as a higher aspiration, would not your refined conversation, and general good, rise and ennoble the whole character of the man who certainly serves you as a cook, but is, after all, a human brother, and, in a certain sense, an equal, say, with a Gladstone, or any other man? Is it true that your thoughts are eternally on the subjects already mentioned, and that you neither read, nor write, nor think of any serious matters?

But stay, the day is long and thoughts are swift; does our Contributor mean to say he guesses what you think about all day till 5 o'clock finds you on the tennis ground, or 9 o'clock finds you at the ball-room, or 10 o'clock finds you at the theatre, or 11 o'clock finds you at the opera, or 12 o'clock finds you at the club, or 1 o'clock finds you at the club, or 2 o'clock finds you at the club, or 3 o'clock finds you at the club, or 4 o'clock finds you at the club, or 5 o'clock finds you at the club, or 6 o'clock finds you at the club, or 7 o'clock finds you at the club, or 8 o'clock finds you at the club, or 9 o'clock finds you at the club, or 10 o'clock finds you at the club, or 11 o'clock finds you at the club, or 12 o'clock finds you at the club, or 1 o'clock finds you at the club, or 2 o'clock finds you at the club, or 3 o'clock finds you at the club, or 4 o'clock finds you at the club, or 5 o'clock finds you at the club, or 6 o'clock finds you at the club, or 7 o'clock finds you 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## Intimations.

**CHAS. J. GAUPP & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
**NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.**  
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A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

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**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**SHIPMASTERS AND ENGINEERS** are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.  
In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 25, 1886. 1458

## DENTISTRY.

**FIRST CLASS WORKMANSHIP.**

**MODERATE FEES.**

**MR. WONG TAI-FONG,**

Surgeon Dentist,  
(FORMERLY ARTICLED APPRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)  
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,  
No. 2, DUDDELL STREET.

## CONSULTATION FREE.

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Sole Address:  
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(Next to the National Bank.)  
Hongkong, January 12, 1886. 66

## GRIFFITH'S

**NEW VIEWS OF HONGKONG**  
ARE  
NOW READY,  
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## GRIFFITH &amp; Co.,

MANUFACTURERS  
OF THE  
LONDON ERATED WATERS,  
1, DUDDELL STREET,  
Continues to issue the Daily issue.  
SODA WATER, LIMEJUICE, GINGERALE, RASPBERRYVADE, SASSAPARILLA, &c., &c., &c.  
At the same Moderate Charges.  
Hongkong, June 9, 1886. 957

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A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue. The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China's 'hands' and others, both at home and in the Far East, who do not take the daily journals.  
The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription:  
Per Annum, - - - \$12.00, postage - \$1.00  
" Quarter, - - - 3.00, " 0.25  
" Single Copy, 0.50.  
China Mail Office, Hongkong.

## SUMMER TIME TABLE.

**THE KWOLLOON FERRY.**

**STEAM-LAUNCH MORNING STAR**  
Runs Daily as a Ferry Boat between Pedder's Wharf and Tsim Sha Tsui at the following hours:—This Time Table will take effect from the 15th April, 1886.

**WEEK DAYS.**  
SUNDAYS.  
Leave K'loon, Leave H.K., Leave K'loon, Leave H.K.  
8.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.  
8.00 " 8.30 " 7.30 " 8.30 "  
8.50 " 9.00 " 9.00 " 10.15 "  
9.40 " 10.15 " 10.30 " noon "  
10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.  
12.45 P.M. 1.00 " 1.30 " 2.00 "  
1.30 " 2.30 " 2.30 " 3.00 "  
2.20 " 3.00 " 3.00 " 4.00 "  
3.30 " 4.00 " 4.15 " 4.30 "  
4.15 " 4.30 " 4.50 " 5.10 "  
4.50 " 5.10 " 5.25 " 5.40 "  
5.25 " 5.40 " 5.55 " 6.15 "  
5.55 " 6.15 " 6.45 " 7.00 "  
6.45 " 7.00 " 7.15 " "

\* There will be no Launch on Monday and Friday, on account of coaling.  
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

## NOW READY.

**THE REVENUE OF CHINA.**

A SERIES OF ARTICLES  
Deposited from 'The China Mail.'  
WITH AN APPENDIX.  
THIS PAMPHLET is now ready,  
and may be had at the  
Office of this Paper,  
Messrs. LANE, CRAWFORD & Co.,  
Messrs. KELLY & WAUGH,  
And Mr. W. BROWN.  
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**SAILOR'S HOME.**  
ANY Cast-off Clothing, Boots, or  
Parasols will be thankfully received  
at the Sailor's Home, West Point.  
Hongkong, July 25, 1886.

## Insurances.

**THE LONDON ASSURANCE.**

Incorporated by Royal Charter of  
His Majesty King George the First,  
A. D. 1720.

THE Under-Signed having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates.  
Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLIDAY, WISE & Co.  
Hongkong, July 25, 1886. 496

## LANOASHIRE INSURANCE

**COMPANY.**

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Under-Signed are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1887. 109

## THE STRAITS INSURANCE COM-

**PANY, LIMITED.**

THE Under-Signed having been appointed  
Agents for the above Company are  
prepared to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNOLD, KARBURG & Co.  
Hongkong, November 5, 1883. 856

## NORTH BRITISH &amp; MERCANTILE

**INSURANCE COMPANY.**

THE Under-Signed, Agents of the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

## NOTICE.

**QUEEN FIRE INSURANCE COM-**

**PANY.**

THE Under-Signed are prepared to accept  
Risks on First Class Goods at a  
per cent. net premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1881. 938

## Mails.

## NOTICE.

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUERZ,

PORT SAID,

MEDITERRANEAN AND BLACK

SEA PORTS,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

BORDAUX, LE HAVRE, DUNKIRK,

LONDON AND ANTWERP.

ON THURSDAY, the 30th September,

1886, at Noon, the Company's

S.S. YANKEE, Commandant LORIMER,

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

Noon.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 29th September, 1886. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Contents and values of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 17, 1886. 1796

## NORDEUTSCHER LLOYD.

**NOTICE.**

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID, TRIESTE,

BRINDISI,

ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK

SEA & BALTO PORTS;

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LOGGERS.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON FRIDAY, the 1st day of October,

1886, at Noon, the Company's Steam-

ship NECKAR, Captain BATE, with

MALES, PASSENGERS, SPECIE, and

CARGO will leave this Port as above.

Shipping Orders will be granted till

Noon. Cargo will be received on board

until 4 p.m., Specie and Parcels until 3

p.m. on the 30th September, 1886. (Par-

cels are not to be sent on board; they must

be left at the Agency's Office.) Contents

and Value of Packages are required.

The Company is prepared to GRANT

POLICIES OF INSURANCE on TREASURE and

CARGO shipped by their own Steamers.

For further Particulars, apply to

MELOERS & Co.,  
Agents.

Hongkong, September 4, 1886. 1793

## Mails.

**Occidental & Oriental Steam-**  
**Ship Company.**

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship SAN PABLO will be  
despatched for San Francisco, via  
Yokohama, on SATURDAY, 2nd October,  
at 3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Pared Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

RETURN PASSENGERS.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 25% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco,  
should be sent to the Company's Office,  
addressed to the Collector of Customs, San  
Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.  
C. D. HARMAN,  
Agent.

Hongkong, September 14, 1886. 1775

## U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP**

**COMPANY.**

THROUGH TO NEW YORK, via

OVERLAND RAILWAYS, AND THROUGH

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
SYDNEY will be despatched for  
San Francisco, on TUESDAY, the 12th  
October, at 3 p.m., taking Passengers and  
Freight for Japan, the United States, and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, and Japan (or vice versa).

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, and Japan (or vice versa).

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Pared  
Packages will be received at the office until  
5 p.m. same day. All Pared Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Office in  
San Francisco, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.  
C. D. HARMAN,  
Agent.

Hongkong, September 23, 1886. 1831

## For Sale.

**WASHING BOOKS.**

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office. Price, 18 each.

CHINA MAIL OFFICE.

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IN THE

CANTONESE DIALECT,

BY

DR. E. EITEL.

CHOW OOTAWO, PT. 1018.

HONGKONG, 1877-1883.

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Imperial Dictionary, contains all Chinese  
characters in practical use, and while alpha-  
betically arranged according to the sounds  
of the oldest dialect of China, the Can-  
tonese, it gives also the Mandarin pronun-  
ciation of all characters exhibited in the  
book, so that its usefulness is by no means  
confined to the Cantonese Dialect, but the  
work is a practically complete Thesaurus of  
the whole Written Language of China, an-  
cient and modern, as used all over the  
Empire, whilst its introductory chapters  
serve the purposes of a philological guide  
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and used by itself, and containing a List  
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LANE, CRAWFORD & Co.

Hongkong, January 16, 1883. 161

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4.—LIST OF AUTHORS REVIEWED.

Price, - - - - - 50 CENTS.

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Messrs. KELLY & WAUGH, Messrs. LANE,

CRAWFORD & Co., Hongkong; and Messrs.

KELLY & WAUGH, Shanghai.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Office.  
5. From P. and O. Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. From North Point to Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag.	Tons.	Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Achilles	5	c Anderson	Brit.	str.	1628	Sep. 26	Butterfield & Swire	London, &c.
Adelphi	3	h Heyaback	Dan.	str.	258	Sep. 28	Arnhold, Karberg & Co.	To-morrow
Ægea	3	h Thomson	Brit.	str.	760	Sep. 28	Arnhold, Karberg & Co.	.....
Alvina	6	o Moos	Brit.	str.	493	Sep. 28	Mr. Mary	Laid up
Amatuta	6	k Harlin	Brit.	str.	678	Jan. 31	Russell & Co.	.....
Antar	2	h Aeroboe	Ger.	str.	396	Sep. 28	Wielor & Co.	Holbow, &c.
Antonbrooke	3	o Cass	Brit.	str.	973	Sep. 12	Douglas Steamship Co.	K'loon Doel
Chloris	3	h Christensen	Ger.	str.	474	Sep. 4	Siemens	.....
Clivedon	6	o Gibb	Brit.	str.	1114	Sep. 21	Arnhold, Karberg & Co.	.....
Crusader	3	k Rowin	Brit.	str.	648	Sep. 28	Wielor & Co.	Laid up
Danilo	6	k Mooney	Brit.	str.	662	May 20	Wielor & Co.	.....
Danubo	3	c Anderson	Brit.	str.	561	Sep. 14	Tsun Fat Hong	.....
Deutscher	9	h Lüthjens	Ger.	str.	1197	Sep. 23	Russell & Co.	Amoy and Manila
Demersala	3	h Hansen	Brit.	str.	395	Sep. 28	Siemens & Co.	To-morrow
Euphrates	3	h Edwards	Brit.	str.	1300	Sep. 19	Russell & Co.	.....
Fero	5	c Sörensen	Ger.	str.	700	Aug. 26	Siemens & Co.	.....
Ganger Rolf	3	h Møller	Norw.	str.	1167	Sep. 20	Wielor & Co.	.....
Genorich	5	c Gønge	Brit.	str.	181	Sep. 24	Jardine, Matheson & Co.	Shanghai
Glennan	5	h Newman	Brit.	str.	1855	Sep. 24	David Sassoon, Sons & Co.	Calcutta
Kut San	4	c Young	Brit.	str.	1495	Sep. 26	Jardine, Matheson & Co.	Shanghai
Munauir	7	h Holmes	Brit.	str.	1247	Sep. 9	Russell & Co.	To-day
Munziel	5	c Bencie	Foh.	str.	1273	Sep. 26	Messageries Maritimes	.....
Namoa	5	h Pocock	Brit.	str.	826	Sep. 25	Douglas Steamship Co.	Coast Ports
Nippon	5	h Blackbourne	Brit.	str.	805	Sep. 24	Ipoh Hing Hong	To-morrow
Normanton	5	h Drake	Brit.	str.	1553	Sep. 16	Siemens & Co.	Yokohama & Kobe
Palamed	5	c Jackson	Brit.	str.	1835	Sep. 24	Siemens & Co.	Amoy & Shanghai
Pilot Fish	6	h Stopani	Brit.	tug.	161	June 24	H. K. & W. Dock Co.	To-morrow
Port Jackson	3	c Huddy	Brit.	str.	1727	Sep. 27	Adams, Bell & Co.	New York
Pert	3	c Sörensen	Ger.	str.	1160	Sep. 17	Edward Schellhass & Co.	Saigon
Peterson	9	c Sörensen	Ger.	str.	1307	Sep. 3	Butterfield & Swire	To-day
Rameson	7	h Mortensen	Brit.	str.	402	Aug. 31	Clibb, Livingston & Co.	By flying
Saites	3	h Lereds	Foh.	str.	323	Sep. 27	Mr. H. Mary	.....
San Pablo	5	c Reed	Amer.	str.	2112	Sep. 22	O. & S. S. Co.	Hailphong
Taiwan	5	c Olegg	Brit.	str.	1109	Sep. 16	Butterfield & Swire	San Francisco, &c.
Travancore	7	c Logan	Brit.	str.	1149	Sep. 23	Russell & Co.	Sydney, &c.
Trites	2	c Bleicken	Ger.	str.	1142	Sep. 26	Siemens & Co.	To-day
Velo	3	c Kallsen	Ger.	str.	835	Sep. 18	Edvard Schellhass & Co.	.....
Vorwaerts	5	c Radonich	A-Hun	str.	1647	Sep. 22	A-Hungarian Lloyd S. N. Co.	Newchwang
Vorwaerts	3	c Bruhn	Ger.	str.	612	Sep. 14	Wielor & Co.	.....